

FULLER ENGINEERING - SALES COMPANY

5940 Reeds Road

COlfax2-1231

AREA CODE 913

MISSION, KANSAS, 66202

41822

NHTSA-98-4124-30

August 20, 1998

Docket Management Office PL 401
400 7th. St. S.W.

Washington, D.C. 20590

At tn: Docket NHTSA
98-4124, Notice 1

RE: Daytime Running lights

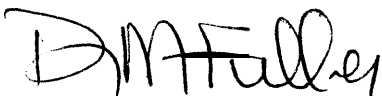
Gentlemen,

During this comment period I would like to express my feelings regarding the proposed reduced intensity being considered for daytime lights.

I believe that daytime lights are more of a detriment than a help in most instances. The headlight glare makes it more difficult to detect trailing (non light) vehicles and since the volume of non lighted vehicles is way in excess of the lighted vehicles this is a hazard. The high-ride vehicles are a genuine problem and one needs to have the rear view mirror turned to dark even during the day to minimize that distraction, in turn this makes it more difficult to see the non lighted vehicles behind. Also I observe that many speeding high-ride vehicles use the lights as a way of intimidating other drivers - in effect saying - here I come, pull over and get out of my way. In general the main need for daytime lights would be rear lights to help avoid being rear-ended. The proposed reduction at a minimum should be instituted immediately not over a four year period and preferably all existing vehicles should be retrofitted immediately.

I'm a manufacturers rep. traveling the four states of Kansas, Nebraska, Iowa, and Missouri.

Regards,



R.M. Fuller

DEPT. OF TRANSPORTATION
DOCKET SECTION
98 AUG 25 PM 4:44